ASTORIA, OREGON:

WEDNESDAY NOVEMBER 21, 1883

A FEW OBJECTIONS.

THERE is an earnest and praisworthy effort now making to revive but also all other officers of an Amerthe building of ships in this country, and replace the American marine in the proud position it once States. So far as the rule applies to held in the carrying trade of the the master, it is judicious enough; world. The movement is to be en- but it involves annoyance, delay, and couraged, but there are great, almost expense when one of the mates dies insuperable obstacles in the way.

or is disabled, and it becomes neces-In the first place it costs, at pressary to fill his place in a foreign port. ent, on an average, \$10 to \$15 per Another law which discriminates ton more to build an iron sailing ves- against our own vessels in favor of sel, and from \$25 to \$35 per ton more their foreign rivals is that which levto build an iron steamship, in the les a tax of forty cents a month on SELECT MASQUERADE BALL United states than it costs on the each seaman employed in an Ameri-Clyde. Let us suppose that this can vessel for the support of our madifference were extinguished, either rine hospital service. This of course by admitting all the materials requir-ed for shipbuilding free of duty, or which are not required to pay a hos-which are not required to pay a hosby giving our shipowners the right to pital tax. Under our laws, moreover. Thursday Eveniug. Nov. 29th, purchase ships built abroad, or by consular officers are paid out of the the joint operation of both remedies. funds derived from fees exacted from Could we afford to use these cheap American ships and merchants in forships after we had got them? That eign ports. On the other hand, the is a question which gave a great deal British consular service is mainly of trouble to the select committe appointed some time ago by both houses, priations, and the charges imposed of congress to investigate the causes by consuls on English vessels are of the decline of our foreign carrying by consuls on language tesses and N. Clinton.

It is certain that without material changes in existing laws a cheap ship would be a cheap elephant, for the simple reason that it costs us more to they make no provisions for a simi- C. H. Stockton, J. W. Hare, J. W. Brown, our competitors. This is conclusively established by the fact that, although for some ten years we have been able to build wooden sailing vessels about as cheaply as they can be built anywhere, yet there has been, during the same period, a steady diminution in the tonnage even in our wooden sailing ships employed in foreign commerce. More than half of our exports and imports are still transported by bailing vessels, yet only a third of this half is conveyed under the American flag. The carrying trade of Norway, which has so signally increased during the last twenty years, has been built up at our expense; yet the Norwegian merchant navy is almost exclusively composed of wooden vessels. If there were not, in other words, an iron ship or steamship in existence, it would still be impossible for us, without more extensive changes in our maritime legisla- plain English denounce the action of tion than those which merely affect the Topeka railroad managers as a the first cost of vessels, to hold our swindle. This is a grievous charge. Own against our rivals on the ocean. A recital of the charges indicate, in

How, then, it may be asked, did our brief, that John Muir, on behalf of shipping interest happen to be so the Northern Pacific railroad assured prosperous in the decade preceding the San Francisco merchants that it the civil war, when icon had not was the intention of his company to connets with the Central Pacific for erseded wood to any large extent in the construction of bulls, and when California trade; that if they would Capital paid up in U. 8, gold points and up in U. 8, gold paid up in U. 8, gol steam had not as yet been generally pledge themselves to make no applied to the movements of freight "special contracts" with the C. P., as well as passengers? Our wooden and give the N. P. a share of the busisailing vessels could then be operated ness, the N.P. would "stand by them" at a profit, whereas our vessels of the when the C. P. began crowding and same material and motive power must menncing the merchants of San Frannow be worked at a loss, because they cisco, it is further charged that John were free from the disabilities rela. Muir telegraphed encouragement to tively to their competitors against the merchants to stand firm, and that which our ship-owners now contend competition would result in cheaper OLD CONNECTICUT OF HARTin vain. It is not that we have im- freights to the San Francisco merposed new and grievous burdens on chants, Upon the heels of this came a disocean navigation-we have done nothing except to levy duties on ma- patch making the authentic anterials and prohibit the purchase of nouncement that the Northern Pacific foreign vessels, restrictions which Railroad company had agreed not bear only on the cost of construction to meddle with the Central Pacific's and repair but that we should have San Francisco trade, the latter company paying the N. P. five hundred neglected to keep pace with our comthousand dollars a year. petitors in discarding antiquated, vexatious and oppressive regulations which press with an intolerable what is that half a million a year for? weight upon the shipping interest. Clearly as a division of swag. "You In a word, it is not so much what we let me alone; I'll let you alone." But have done as what we have left un. the worst remains. As feudal barons done. Up to 1854 the English stat- of old divided their domains, so these utes relating to shipping were sub- "managers" divide the territory; the stantially the same as ours. From Central Pacific grabs the California that day to this little or no change bone and growls over it; the N. P. has been made in our navigation takes the fat and juicy northern laws, which remain as they were orig. joint, enriched with the sauce of a inally framed more than eighty years yearly half million. The C. P. tightago. On the other hand, Great Brit- ens the eineh on the unfortunate ain, our chief rival for the ocean car- San Francisco merchant, and rying trade, began in 1854 a process says "I'll teach you to try and of revision which has steadily gone on, break away from me. See what and whose purpose has been the re- you've done now, you rebellious moval of all legislative obstructions secundrel. You've made me pay that to the investment of capital in ship- man Villard half a million a year. ping and the expansion of British The joke of it is that it is not the trade. The result of this action on Central Pacific that will lose this anthe part of the British parliament, nual half million, but the patrons of coupled with the complete indiffer- the road who will be obliged to make ence of our congress to the subject, it good. is that the American ship-owner can no more vie with his British competitor than a mediaeval champion, load- not favorably impressed with the ed down with his suit of chain armor, American newspaper. Matt has evicould run a race with a modern ath- dently not seen the Lewis county Nugget. lete stripped for the contest.

Among the old laws enacted when the conditions of navigation were widely different from what they are News was offered to the Oregonian at present, but which still press like for \$15,000 and refused. an incubus on our merchant navy, is the regulation compelling the payment of three months' wages to every satisfied with his new position as seamsn diecharged from an American head of the army. vessel by a United States Consul in a foreign port. The grievance consists extorted from our ship-owners, but in 150,000 votes. the premium offered for neglect of duty and infraction of discipline on the part of a ship's company, and in the delays and contentions arising 954 ACRES ON CLATSOP PLAINS from the proceedings before consular from the proceedings before consular officers. No other country now subjects its mercantile marine to such a burden, and the imposition of it upon ones is tantamount to a serious discrimination against American vesdesses.

NOWN AS THE P. GEARHART FARM together with thirty cows, seventeen head of young eattle, one horse, one wagon and other farming implements.

This is a rare chance for anyone to secure a good dairy or stock farm.

For particulars inquire of d-wif J. W. GEARHART discrimination against American ves-

sels. Another law upon our statute books allows American sailors not more than \$10 for conveying a

wrecked, disabled or destitute Ameri-

can sailor from a foreign port to the

United States. It is plain that when-

ever the voyage exceeds a moderate

number of days this regulation en-

tails no insignificant loss upon the

vessel. Again, our statutes require

that not only the master, or captain,

ican vessel, shall, under all circum-

that while our laws authorize the im-

portation, duty free, of the materials

needed for the repair of vessels en-

gaged in the foreign carrying trade,

ists from investing in vessels, is the

seen and noted is in a fair way to

A "BENEVOLENT MONOPOLY."

The San Francisco papers in very

The interesting question now arises

have its existence terminated.

the whole.

TWO NICHTS ONLY. MONDAY, November 19th, TAKEN FROM LIFE.

TUESDAY, November 20th, TICKET OF LEAVE MAN.

Jay Rial's Two Great Companies Consolidated!

The European Company tter an extended tour through England, cland and Scotland, having just returned d consolidated with MR, RIAL'S AMER-ICAN Company, will travel during tise sea-ons of 1883-4, supporting stances, be citizens of the United

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STANDARD PLAYS. erved Seats at the New York Novelty Prices as noml.

A Rescue Jubilee Troupe &

At the Skating Rink.

HONORARY CONSITTEE. Hon, Wm, Chines, Hon, A. J. Megler, Hon, J. W. Hunes, British consular service is mainly capt. Geo. Flavel, col. R. R. Spedden. Hon. John Hahn. MANAGEMENT COMMITTES.

> MEMBERS OF THE TROUPS. INTESTIGATING COMMITTEE.

lar rebate of duty on ships' supplies -ns do the English laws. Another INVITATION COMMITTEE. of our existing regulations which N. Clinton, J. D. Hare, A. A. Cleveland. F. L. Parker, J. Hepburn, must tend to déter American capital-

Prices of Admission. law making the liability of a part owner unlimited. On the other hand Gent Maskers, the present English law encourages Tickets may be procured of members of the Troupe, investments in shipping by limiting the liability of a part owner to the Maskers' Tickets can be procured only a the store of F. L. Parker. proportion of the debt that his indi-Two elegant prizes will be awarded to besustained lady and gentleman character. vidual share of the vessel bears to

The movement, if it call attention BANKING AND INSURANCE. to these evils and the subsequent hamperning of our American carrying I. W. CASE. trade, will result in benefit, for in BROKER. BANKER this, as in other things, a fault that is

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FURNISHED ROOMS TO LET. A T MRS, GEO, HILLER'S, NEXT DOOR to Weston Hotel.

MEETING NOTICE. THE REGULAR ANNUAL MEETING OF the stockholders of the Pythian Land and Building Association will be held in Pythian Castle, on Wednessiay December 5th 1883, immediately after the adjournment of Astor Lodge No. 6, K. of P., for the election of offi-cers for the ensuing year, and the transaction of such other business as may come before the meeting.

Astoria, Nov. 9, 1883, did FURNISHED ROOMS TO LET By the Night, Day, Week or Month. WITH OR WITHOUT BOARD, With use of Parlor, Library and all the conforts of a home. Terms reasonable. statement that some time ago the

NOTICE.

Notice of Dissolution.

NOTICE IS HEREBY GIVEN THAT THE partnership bereiofore existing between Rudolph Barth and Michael Meyers has been this day dissolved by mutual consent. Mr. Barth will continue the business in his own name and on his own account and will pay all debts and collect all accounts and notes due the firm.

RUDOLPH BARTH. MICHAEL MEYER Astoria, Nov. 2d, 1883.

Apply to

MRS. E. C. HOLDEN, Cor. Main and Jefferson Sts.

Sheridan is reported already dis NOTICE IS HEREBY GIVEN THAT THE partnership heretofore existing between the undersigned, in the blacksmith business under the firm name of Merrill and McGregor, in the city of Astoria, Oregon, is this day dissolved by mutual consent. All accounts due the firm are to be paid to E.S. Merrill, and the said Merrill will pay all debts against the said firm.

E. S. MERRILL,
W. F. McGREGOR,
Astoria, Nov, 16th, 1833.
17-1wk

BEN BUTLER spent \$125,000 at the not only in the large amount of money last state election, and got an even

MATTHEW Announ says that he is

THE Welcome is authority for the

DAIRY FARM FOR SALE.

EUREKA

New Store. New Goods. FRANK L. PARKER.

New York Novelty Store! Fresh Fruits & Vegetables MAIN STREET,

Has equired to the public a full line of

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Owing to our large increase of business we have had to occar in more commodious quarters. We make the public to give us a call and time satisfy themselves that nothing is subsequented, as we take great pleasure in showing our goods. We make a specially of

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A complete line of HOLIDAY GOODS unsurpassed anywhere will be opened shortly. Our prices dely competition. Call and to convinced.

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CRACK PROOF RUBBER BOOTS.

BEWARE OF IMITATIONS! Be sure the Boots are stamped CRACK PROOF on the heels, and have the PURE GUM SPRINGS on the foot and instep, which prevent their cracking or breaking. We are now making them with RUBBER AND ASBESTOS Soles which will make them last more than twice as long as any Rubber boots made.

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BUY THE BEST!

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SEINE TWINES. CORK AND LEAD LINES,

Pounds, Seines, and Nets Imported to Order. A Large Stock of Netting, Fish Lines

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Hardware and Ship Chandlery, Pure Oil, Bright Varnish, Binnacle Oil, Cotton Canvas, Hemp Sail Twine. Cotton Sail Twine. Lard Oil. Wrought Iron Spikes, Galvanized Cut Nails.

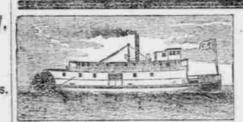
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STEAMER

Eugen: D. Brock, Master.

OF FOWING, FREIGHT OF CHAR-H. B. PARKER.

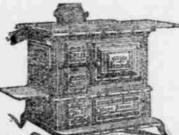
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